

TONOPAH DAILY BONANZA

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EDITORIAL COMMENT.

THE AGREEMENT WITH JAPAN.

There is quite a change in the tenor of the press reports as to the American-Japanese situation of now and those of nine or ten months ago. At that time there were rumors of impending war in all the papers; the periodicals were filled with alarmist articles as to what would happen to the United States, for a time, if war should break out between the two countries, and statisticians were proving, by long array of figures, that war between the two countries was inevitable. It was true that at that time the United States was totally unprepared for war on its Pacific coast, with a first-class fighting nation, such as Japan, and had war followed the first inharmonious caused by the San Francisco school incident, the Pacific coast would have suffered, and suffered sorely.

The private citizens of the west, as well as the press, fretted and fumed because war with Japan was not declared at once, and some even went so far as to declare Roosevelt a coward and that he was deferring to the Nippon government. All of which was foolish and childish. None knew better than the chief government officials the exact preparedness of the United States for war in the Pacific, and as to exact international complications at that time, the private citizen of this country will never know until long after the present generation shall have passed, and probably will never know.

The situation was critical, however, and the entire diplomatic corps of the United States was busy, not so much with Japan, as with the balance of the great powers, to ascertain just what stand they would take in the case of the outbreak of hostilities. That Anglo-Japanese agreement as to defense and offense had to be considered, for England is not given to breaking its covenants, no matter how bad the bargain. And while the peace corps of the government was at work, the Atlantic fleet was started on its peaceful cruise around the world. The world does not believe that the journey of the fleet was a hastily conceived practice cruise, but that the fleet was sent with an object—a peaceful mission if possible, but if not possible, then to uphold the honor of the United States unto death. And every man in the fleet knew that. Happily, the cruise of the fleet was one of peace.

Japan is both a commercial and warlike nation. Its present national agreement with the United States practically throws the great empire of China, now in the throes of what will be perhaps, one of the greatest governmental and educational evolutions in the history of the world, from dismemberment while in a practically helpless stage. Russia, Germany, France, all have their eyes on the Chinese empire, and covet parts of it, for trade reasons. England, too, has vast interests there, but is not seeking empire, herely trade. Left alone, nation after nation would seize seaport, river port, and inland trade points and territories until China itself would be left but the husks. The agreement between the United States and Japan binds those two countries to the maintenance of the "open door" in China, that is, giving equal trade and industrial privileges throughout the empire to every nation of the world, and at the same time to respect each other's rights in the Pacific. In other words, it puts the Chinese empire under the protection of a Monroe doctrine, backed by both the United States and Japan, whether it means peace or war. It preserves American rights in Hawaii and the Philippines, and at the same time, guarantees the protection of Japanese rights in the island holdings of that country.

And should the Japanese break this national agreement with America, which is filed with all the civilized nations of the world, then this break, according to international usage, would abrogate all Japanese treaties with other countries—the Anglo-Japanese agreement for instance—and Japan would have no hand to help her.

The menace of the orient has been removed, and it is to President Roosevelt and his able corps of diplomats that the credit is due. It is a victory greater than would have been a victory with Japan in actual combat, for it is a victory of peace; has caused not a drop of blood to be shed, not a woman's tear, not a headache.

POLITICS ARE TO BLAME.

The recent group of great mining disasters, in the coal mines of Montana, Pennsylvania, West Virginia and Germany, seems to indicate that there is some laxity in mine inspection, or a shortcoming in the laws regulating and enforcing safety devices and mine operation.

We believe that the principal fault lies with the mine inspection system. So far as we are able to ascertain, in every state in the union the mine inspector, board of mining inspectors, or mining commission, as the body may be named in the several states, is a man or body of men given position by reason of and through politics, purely—with no consideration as to their qualifications for such work. To swerve from the mining proposition, steamboat and railway, boiler and marine inspectors, upon whose faithful work and knowledge of their business thousands of lives depend, indirectly if not directly, are men given position in the same manner.

This statement is borne out by the fact that but a few minutes before the recent explosion at Pittsburg, which cost the lives of 126 miners, a state inspector had left the workings of the mine and pronounced everything as well. We have no hesitation in declaring that the mine inspector was either ignorant of a technical and practical knowledge of mines and mining, or shirked a thorough examination. It has been demonstrated by exhaustive tests made by the national government that air impregnated with coal dust is even more explosive than a mixture of gas and air. Had that Pittsburg inspector seen that safety lights were used in the mine, and that they were every one in good condition? Had he enforced the wetting down of the workings, to eliminate the dust? Had he seen that air fans and shafts and ventilators were properly working, or properly placed? Had he ascertained that the mine "bosses" were enforcing upon their men the observance of all safety rules? Had he seen that tests for explosive gases were made, and the men warned of their presence, if there? We believe that it would be safe to answer "NO" to all these questions.

There is one solution, and only one, and that is that each state shall have a board of mining commissioners, who shall be practical miners and engineers, their appointment dependant upon their merit, and office placed under something like the civil service rules;

these men to frame up mining laws according to the needs of their respective localities, and afterward enacted into effect by their legislatures; these same commissioners to inspect all mining properties at intervals, without prior notice to mine owners; to be empowered to command admittance to all the workings of any mine at any time, and to enforce the observance of all the regulations which they have made. Of course, there will be a few accidents, but we believe that this is the only manner in which they may be reduced to an absolute minimum.

Railway is Building Big Fuel Oil Tanks

The Tonopah and Goldfield Railroad company is fast making preparations for the installation of oil tanks for supplying fuel to the engines, which are being fitted out with oil burners. At the present four of the engines are in the shops at Los Vegas, where a crew of experienced machinists from Los Angeles is busy installing the new burning apparatus.

A crew of men is working at Millers building a huge tank which, when completed, which will be in about two weeks, will furnish fuel to the freight trains on the Tonopah and Goldfield road. This tank will have a capacity of 18,000 gallons. When this is ready for use the erection of the main tank in the yards here in Tonopah will be completed. The tank in Tonopah will have a capacity of 1000 barrels, or 45,000 gallons, and is expected to be ready within ten days after the finishing of the Millers tank. The railroad company will also erect another tank of the same size as the one in Tonopah, but has not decided where to place it. It is thought that the site will be either in Goldfield or Mina.

ST. MARK'S GUILD.

The regular meeting of St. Mark's guild will be held in the guild room on Friday, December 4, at 2:30 p. m. Will the members kindly try to be present as there is still a bit of work to be done before the bazaar, December 14. K. Kidd, secretary.

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ASKS THAT WILL BE PROBATED

The petition of Elizabeth Perry, for the probate of the will of David Henry Perry, of Salt Lake, who died some time ago in Los Angeles, and for issuance of letters testamentary, was filed yesterday at the county clerk's office. The deceased owned considerable real estate and mining claims in Rhyolite and other parts of Nye county.

HOTEL ARRIVALS

MIZPAH HOTEL.

A. Ferguson, Manhattan; Blanche Wells, Manhattan; Bert L. Wertheimer, San Francisco; George N. Peabody, San Francisco; W. D. Lawton, Gold Center, Nevada; J. W. Adams, Carson City; L. S. Putnam, Goldfield; M. R. Levy, San Francisco; C. L. Putnam, Manhattan; H. F. Marlenthal, Cleveland, Ohio; W. C. Nill, San Francisco.

PALACE HOTEL.

H. S. Wright, Bishop; S. J. Weeks, Reno; M. J. Worland, San Francisco; E. R. Millin, Sacramento; George H. White, Los Angeles; J. L. Fisher, Chicago.

MERCHANTS HOTEL.

R. T. Sawyer, Chicago; B. G. Wilson, Millers; O. E. McCarthy, Denver.

Location notices in triplicate—handiest affair for prospectors and miners—contains carbon—150 notices in book. For sale at the Bonanza office.

UNCLAIMED LETTERS.

List of unclaimed letters remaining in the Tonopah, Nevada, postoffice for the week ending November 28, 1908. When calling for them, please say they are advertised. A fee of one cent will be charged on each of the following:

Abbott, Fred; Berry, J. M.; Boyd, O. G.; Cameron, Chas. B. (2); Craig, Eva; Evans, E. C.; Gallagher, D.; Ghanavie, L.; McGee, L.; Hill, M.; Hoffman, F. P. (2); Kennedy, John; Kearns, Steve O.; Keenan, Mrs. E. A.; Murphy, A. C.; Miller, A. B.; Mulvehill, Kate; Moreno, O.; Miller, H. B. M.; W. J. McDonald; O'Brien, P. A.; Reed, Fred W.; Stockler, Miss E.; Smith, J. F.; Stone, J. F.; Sharp, L. M.; Sickler, A. R.; Wearing, John.

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A CHARACTER TALK

THEY SAY YOU CAN TELL A MAN'S CHARACTER BY THE KIND OF SHOES HE WEARS. IT IS MUCH MORE TRUE THAT YOU CAN TELL THE COMPLEXION OF A BUSINESS HOUSE BY THE STYLE OF ITS STATIONERY. CHEAP, POORLY PRINTED STATIONERY DENOTES THE CHEAP, ILLY MANAGED FIRM. WE DO THE KIND OF WORK WHICH HAS "CHARACTER" AND IF YOU WANT ANY SUGGESTIONS AS TO HOW TO GET YOUR STATIONERY UP IN "CLASSY" SHAPE, ASK US FOR SUGGESTIONS. OUR PRICES ARE AS LOW AS IS CONSISTENT WITH GOOD WORKMANSHIP AND STOCK.

GET IT FROM THE
BONANZA